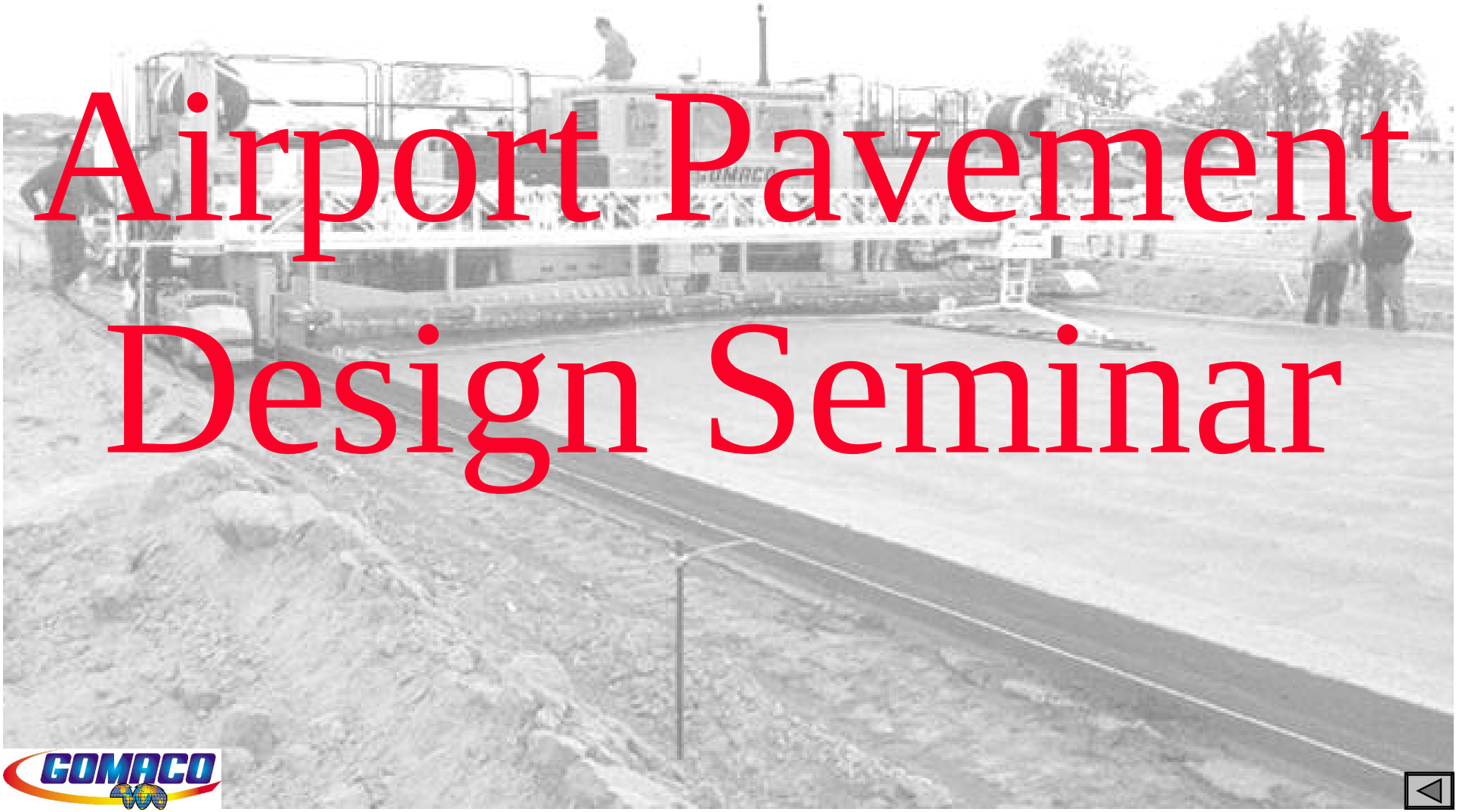
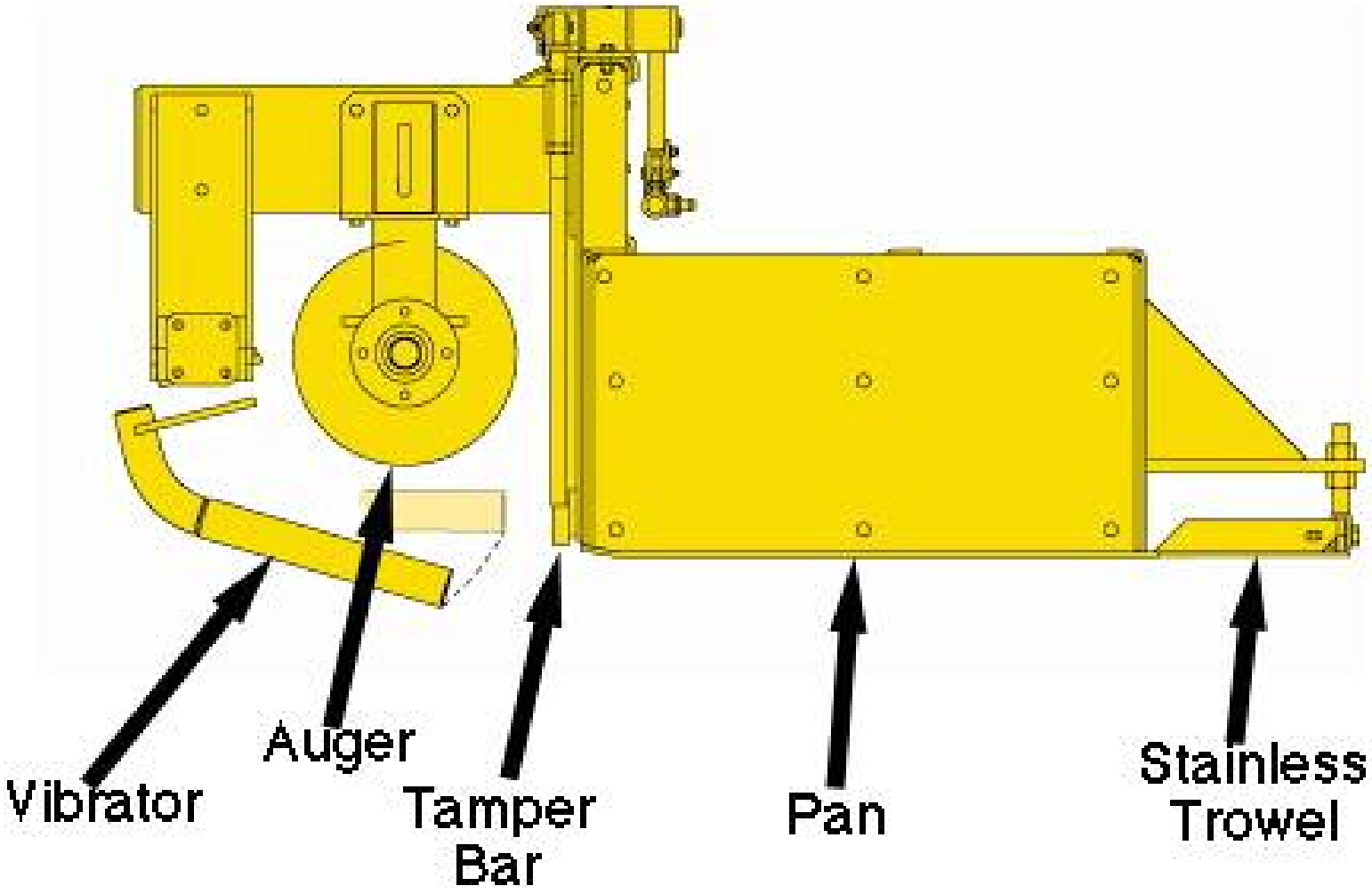
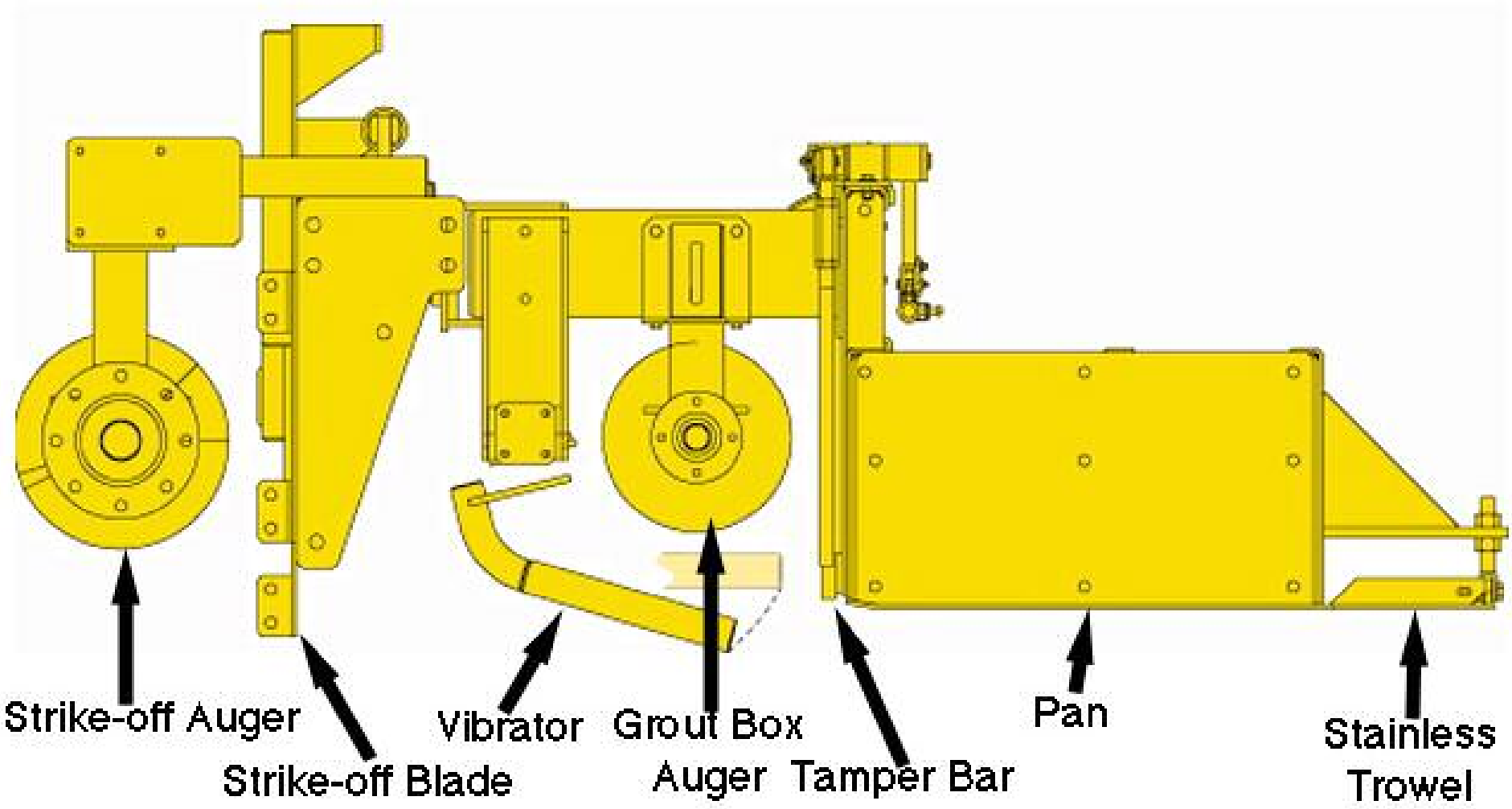


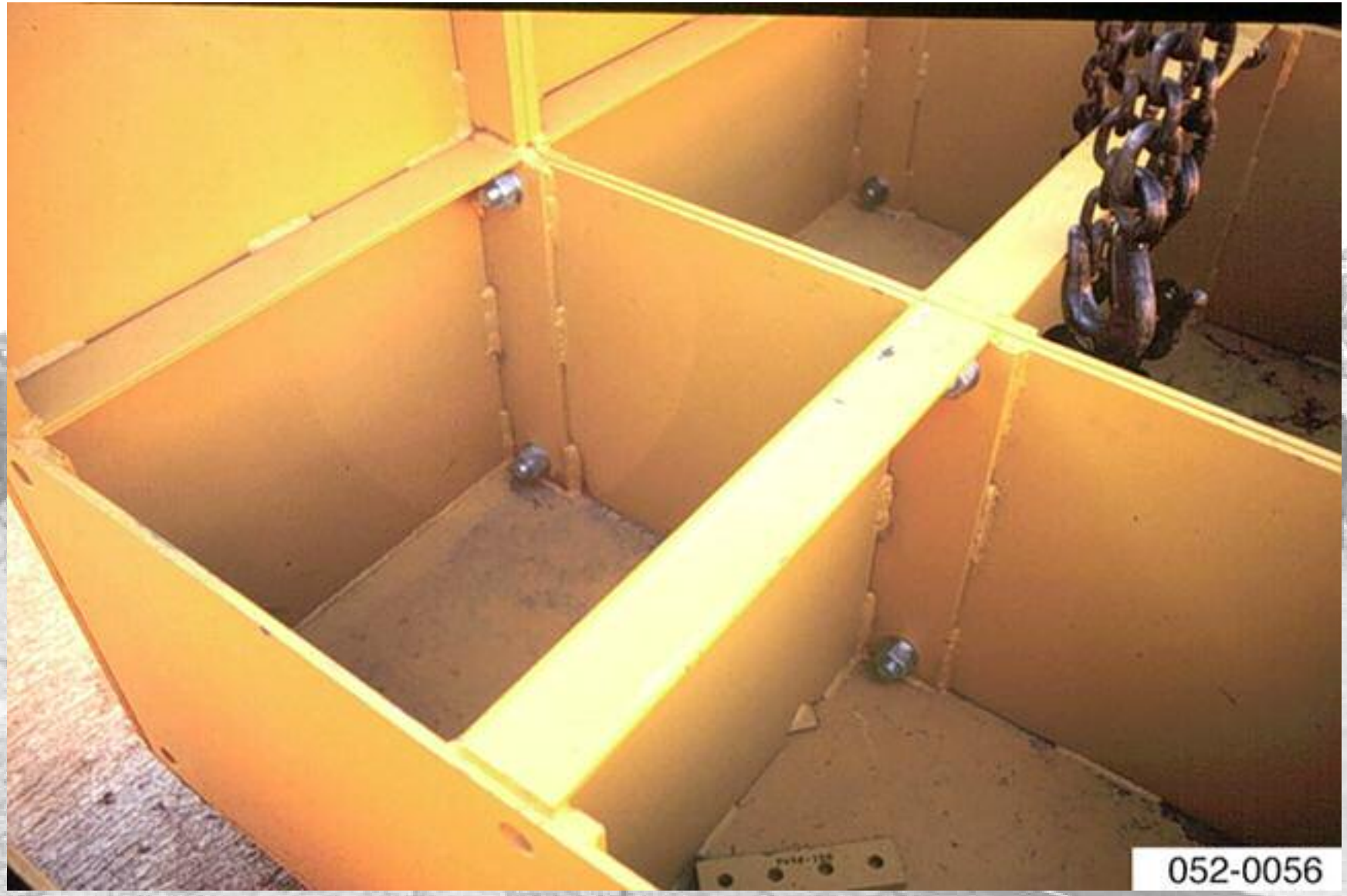
Airport Pavement Design Seminar



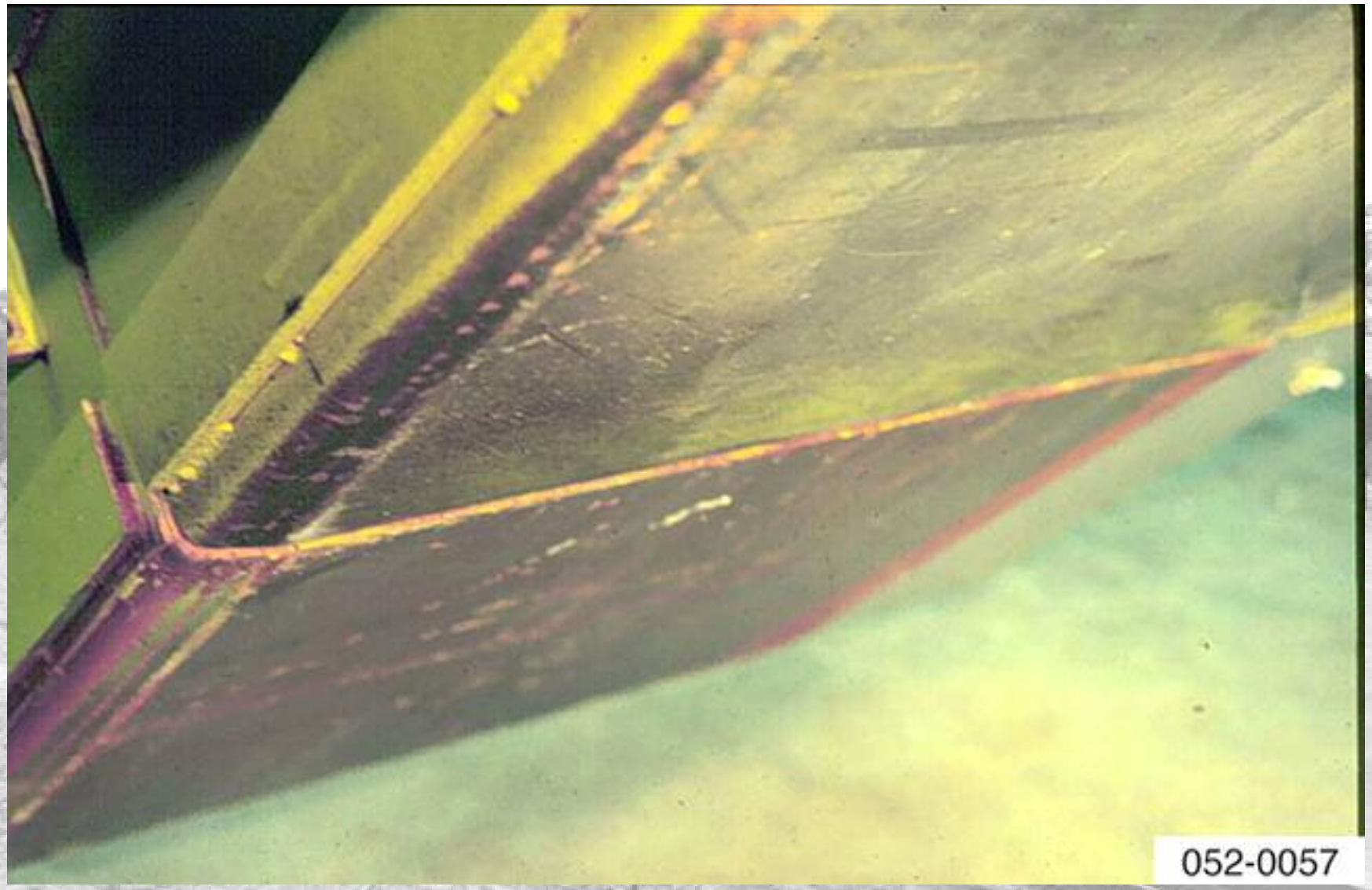
Open front form



Auger/Strike-off form

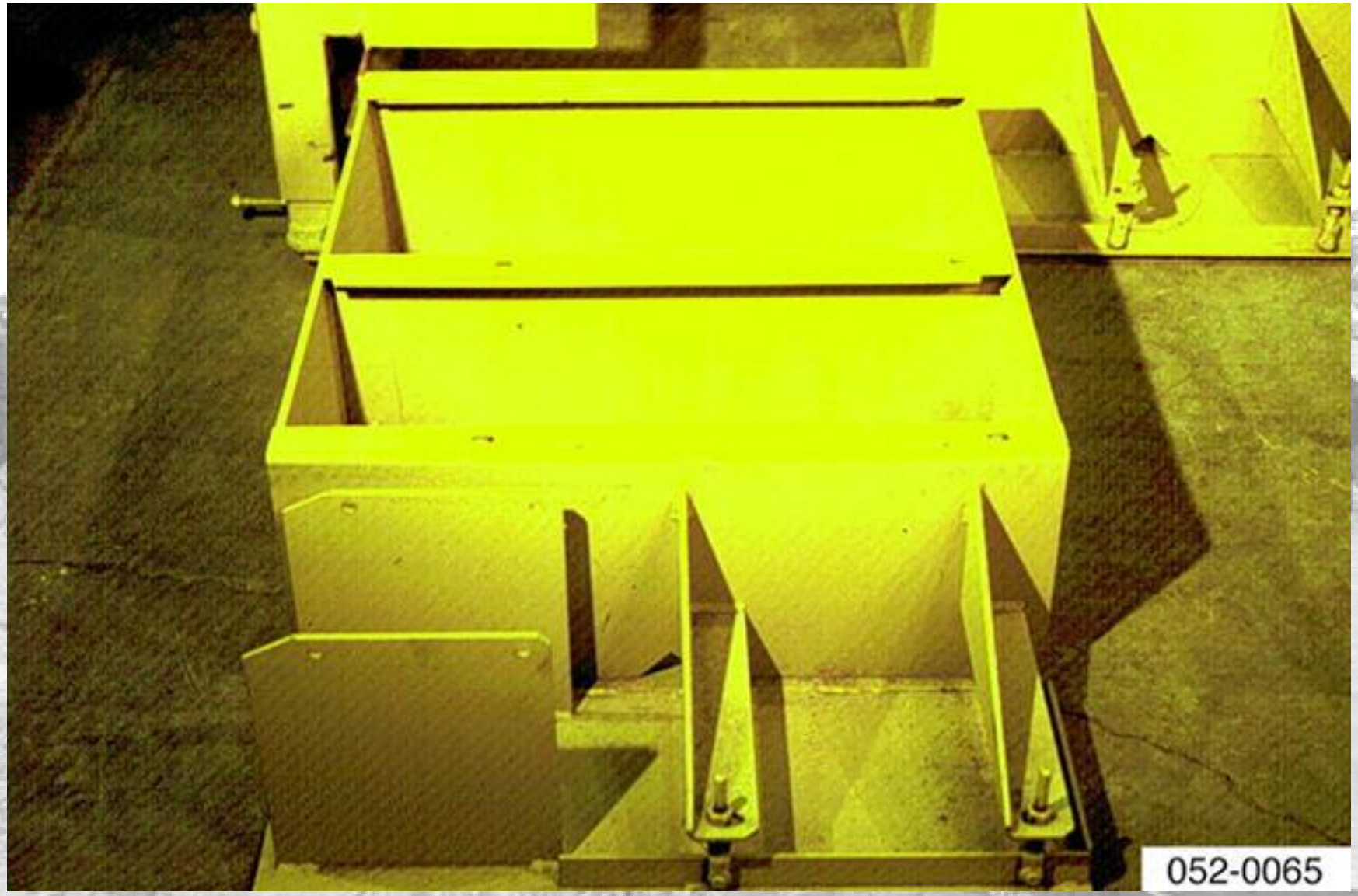


Remove or install form sections



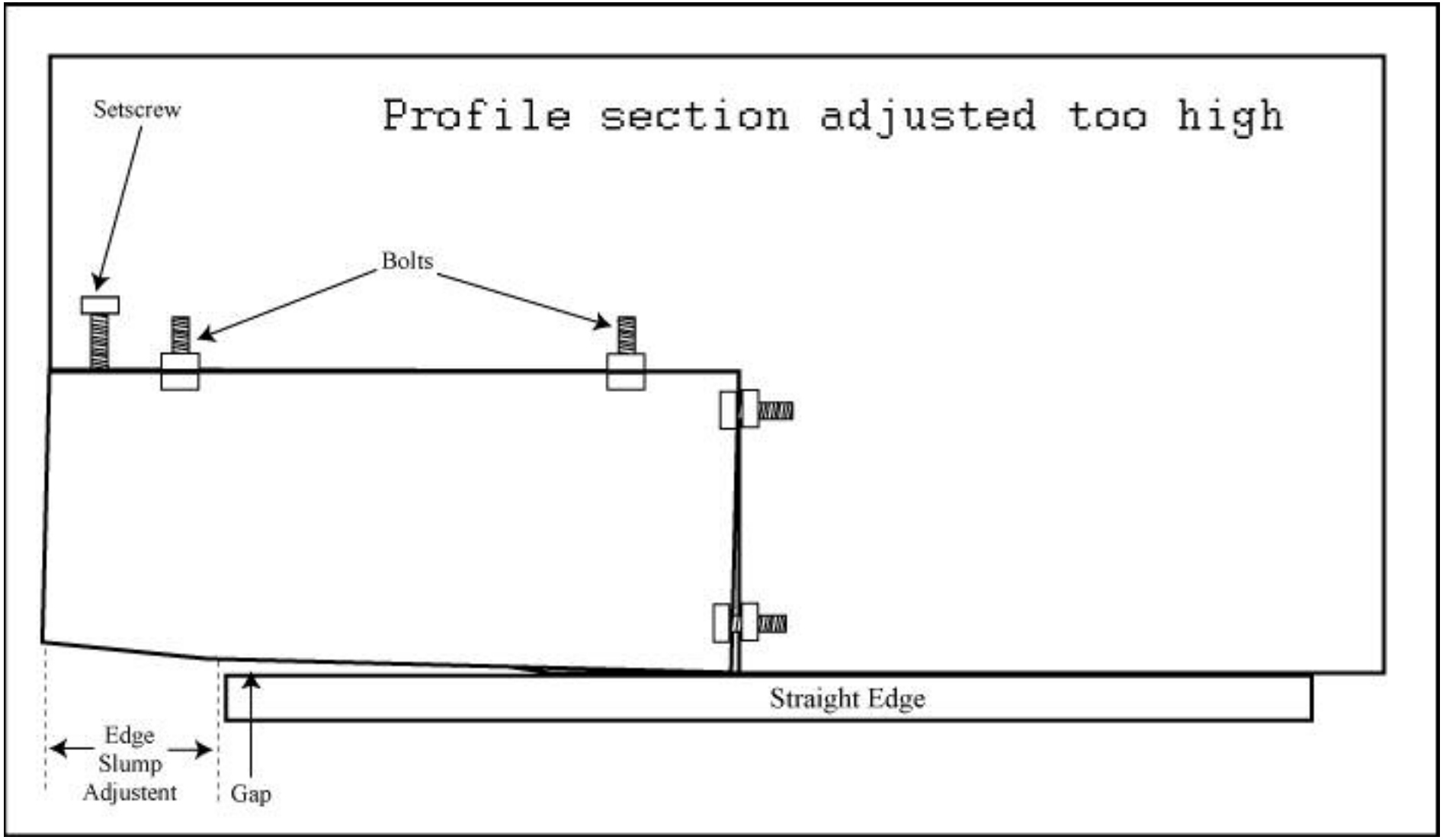
Align section joints

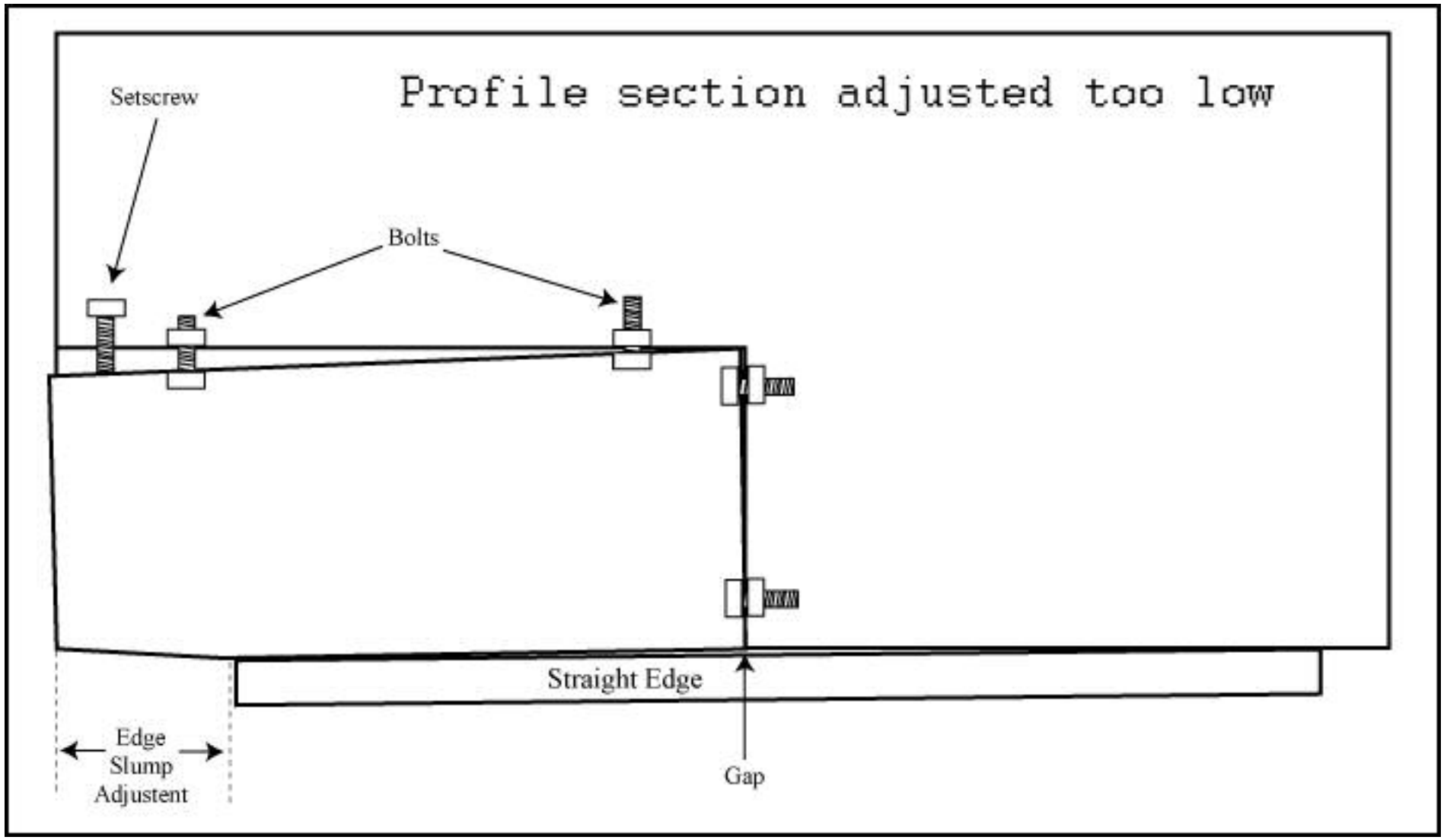
Straight edge across joint

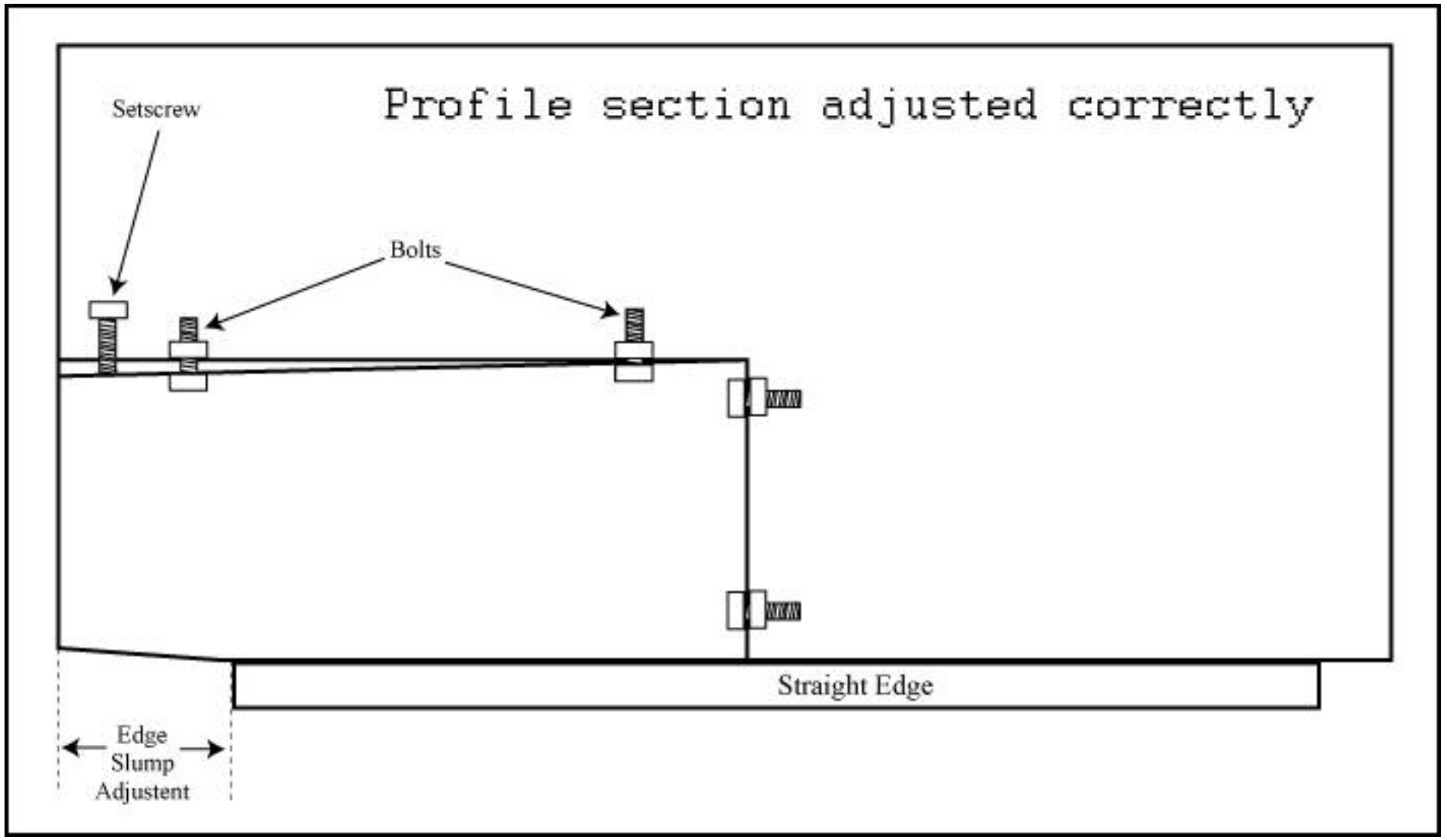


Remove profile section

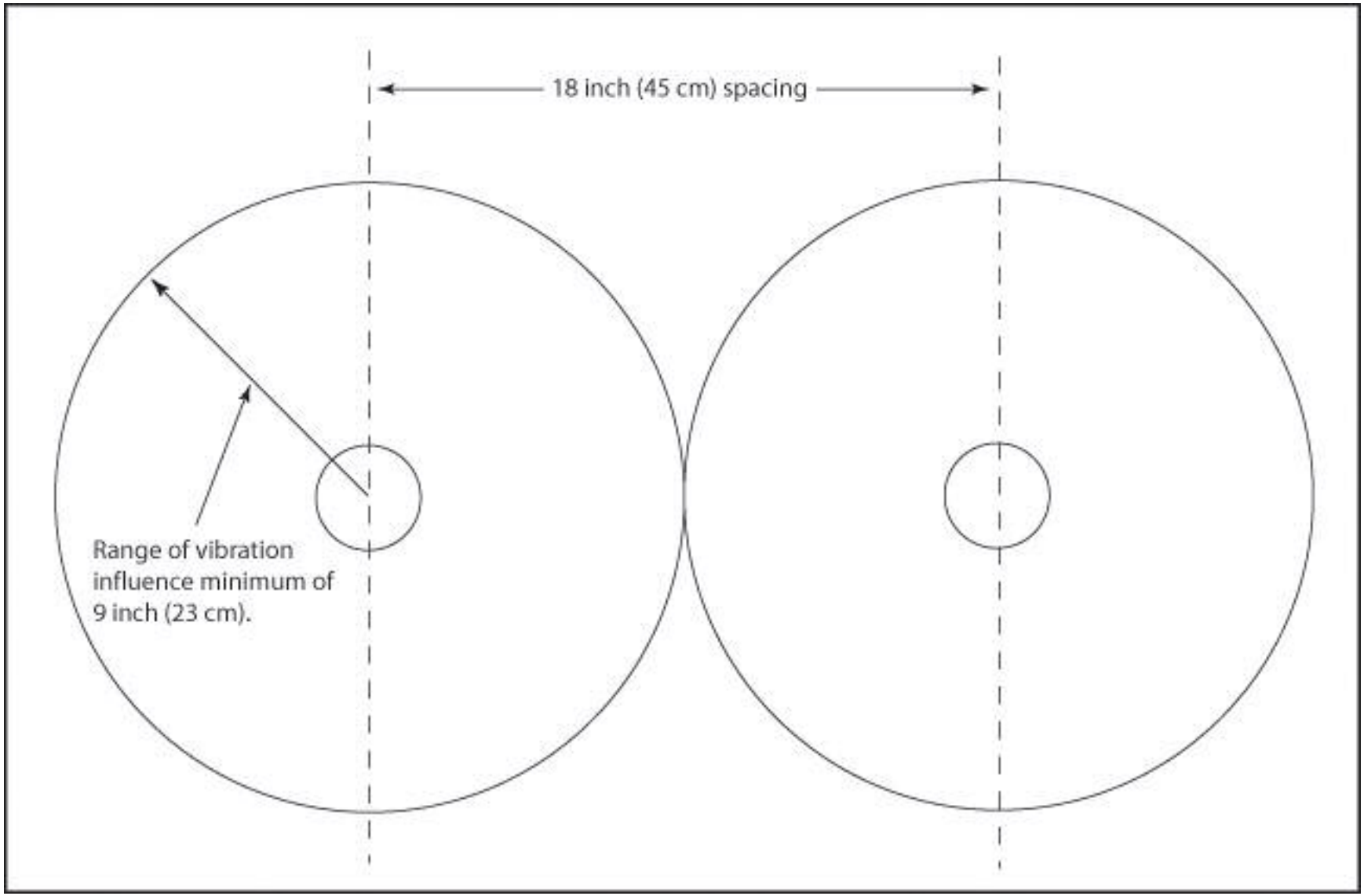
Adjust profile parallel to main pan


Profile section adjusted too high
Setscrew
Bolts
Straight Edge
Edge
Slump
Adjustent
Gap

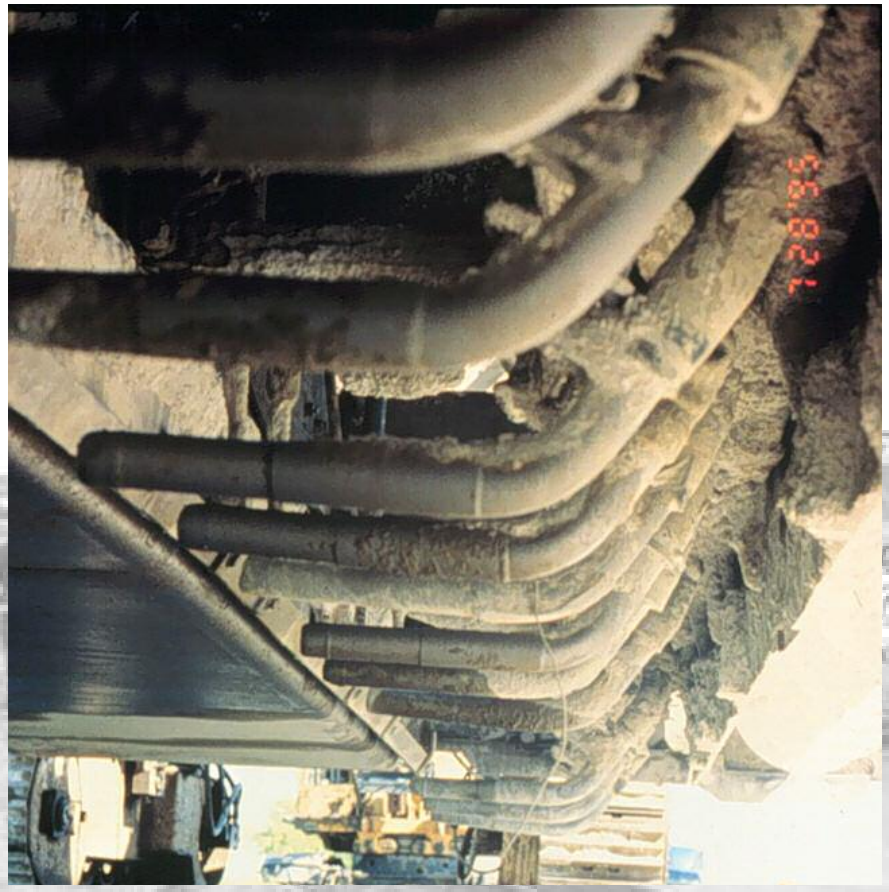

Profile section adjusted too low
Setscrew
Bolts
Straight Edge
Edge
Slump
Adjustent
Gap

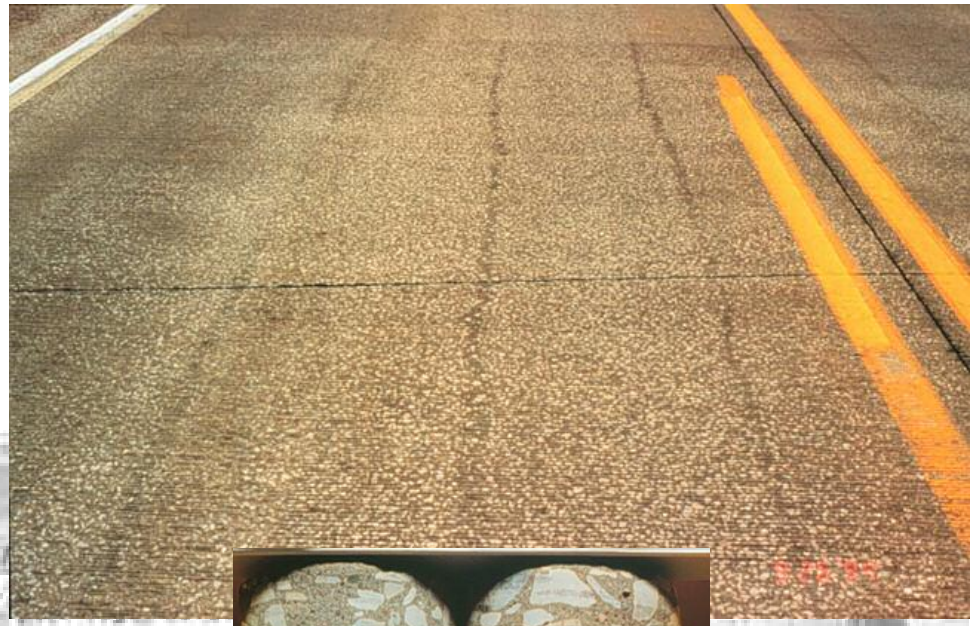

Profile section adjusted correctly
Setscrew
Bolts
Straight Edge
Edge
Slump
Adjustent

Install vibrators with even spacing

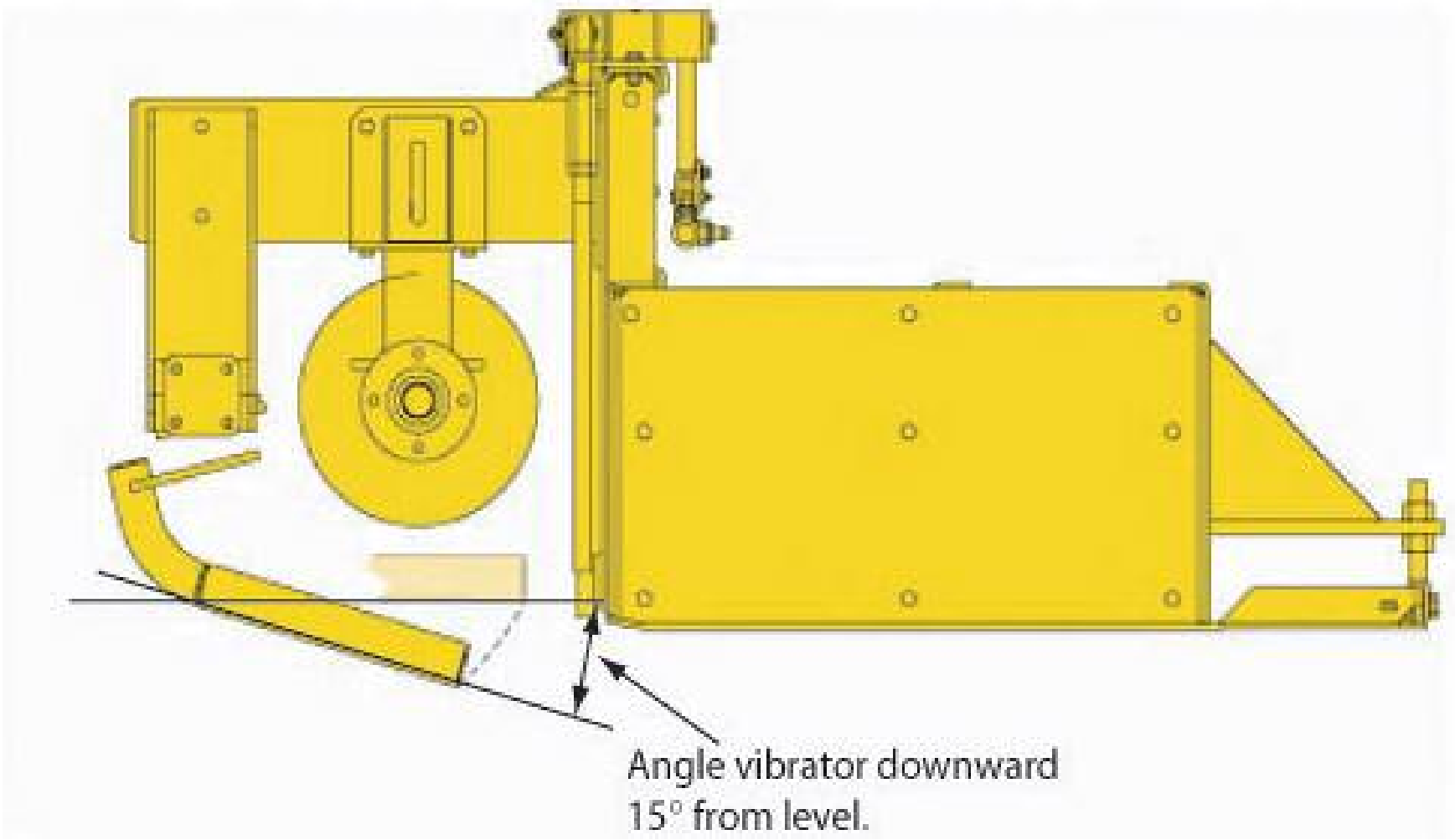


Recommended vibrator spacing for paving is 18 inch (45 cm)





Test have proven that running the vibrators at the top of the slab and parallel to the surface can cause vibrator trails. If the vibrators are lowered into the slab, “post-holing” can occur.

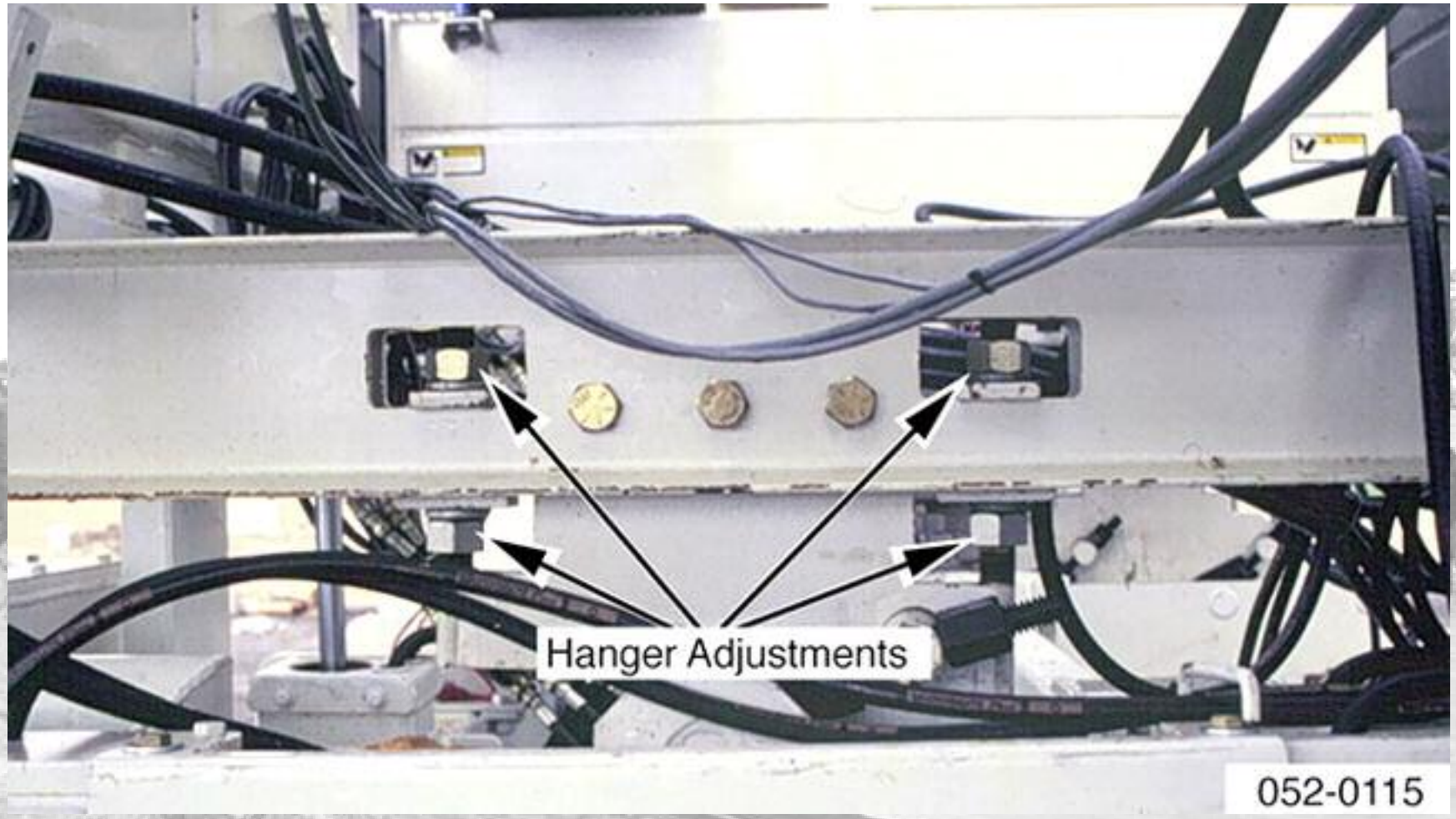


It is recommended that the vibrators be angled downward a minimum of 15° from level to eliminate vibrator trails and “post-holing”.

Adjust tamper bar flush to 0.25 inch (6 mm) above bottom of pan

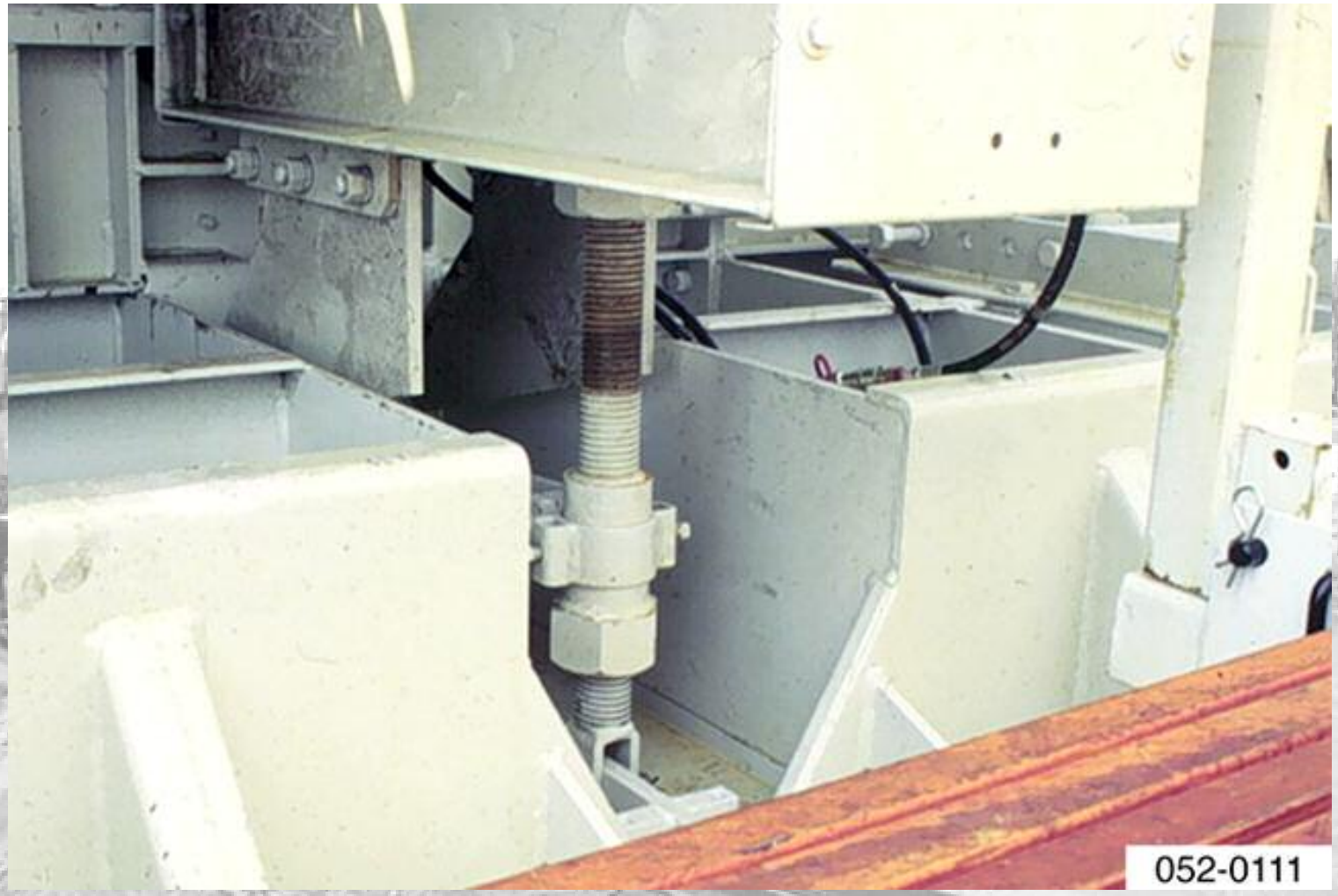
Raise machine to maximum up and then level
frame front to rear on each side

Place level under pan approximately 18 inches (45 cm) in from the edge and check the pan for level front to rear. Do the same on both sides.



If the pan is not level front to rear, adjust the adjustable hanger up or down as necessary. Do the same on both sides.

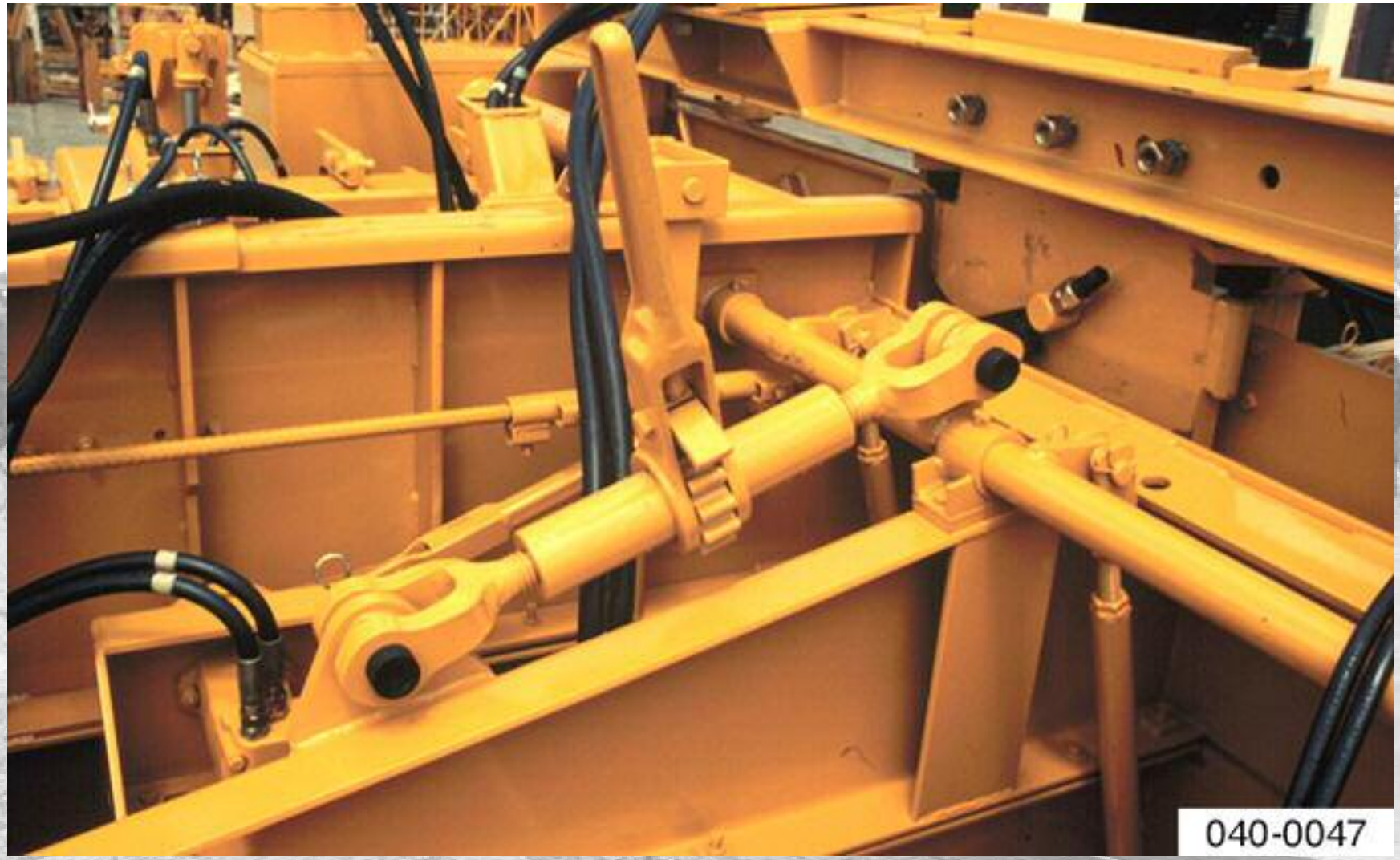
Place level under pan below the PTA and check the pan for level front to rear. Do the same at all PTA's.



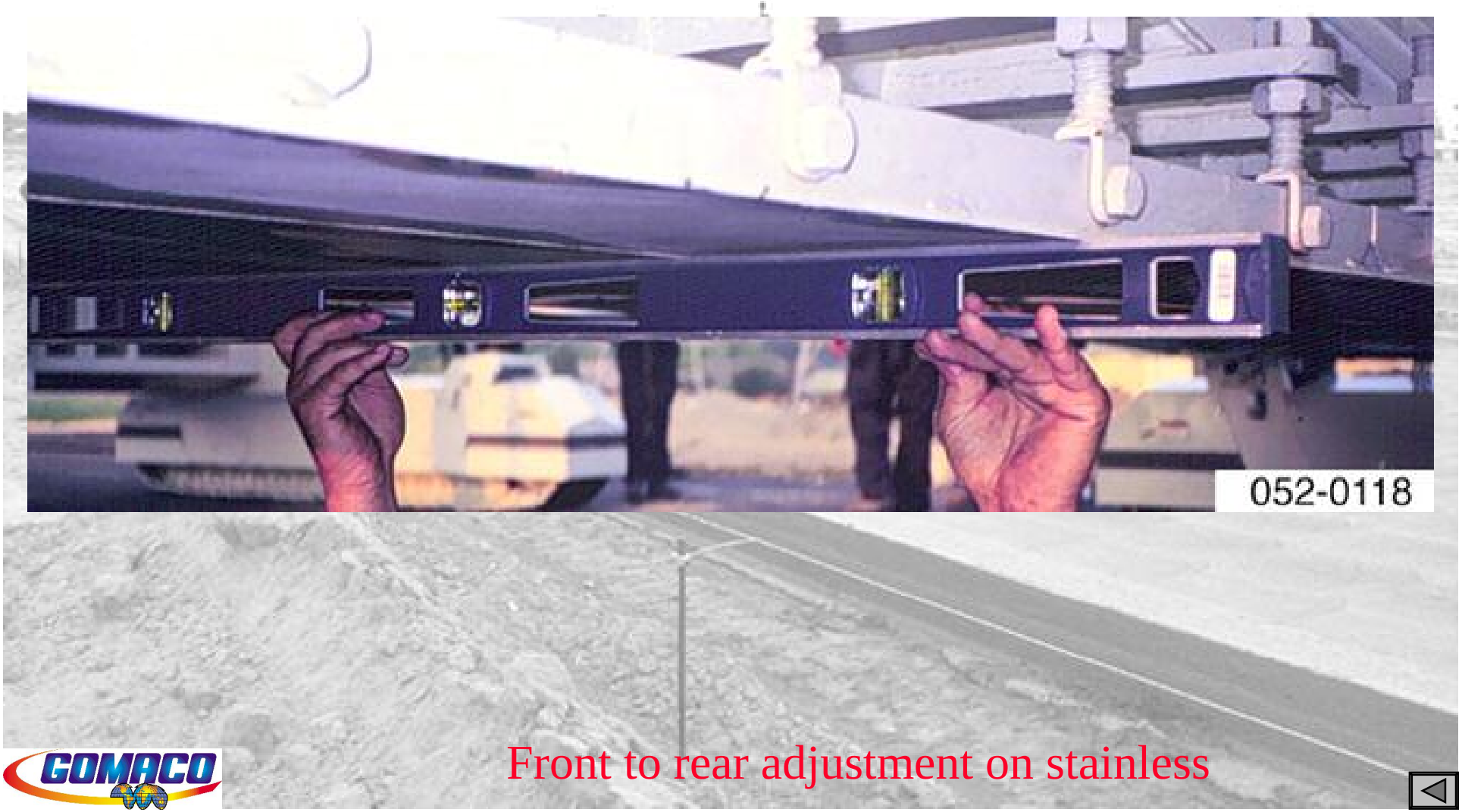
If the pan is not level front to rear at the PTA, adjust the rear turnbuckle up or down as necessary. Do the same at each PTA.

Pull a stringline below the pan and make certain that it is flat.

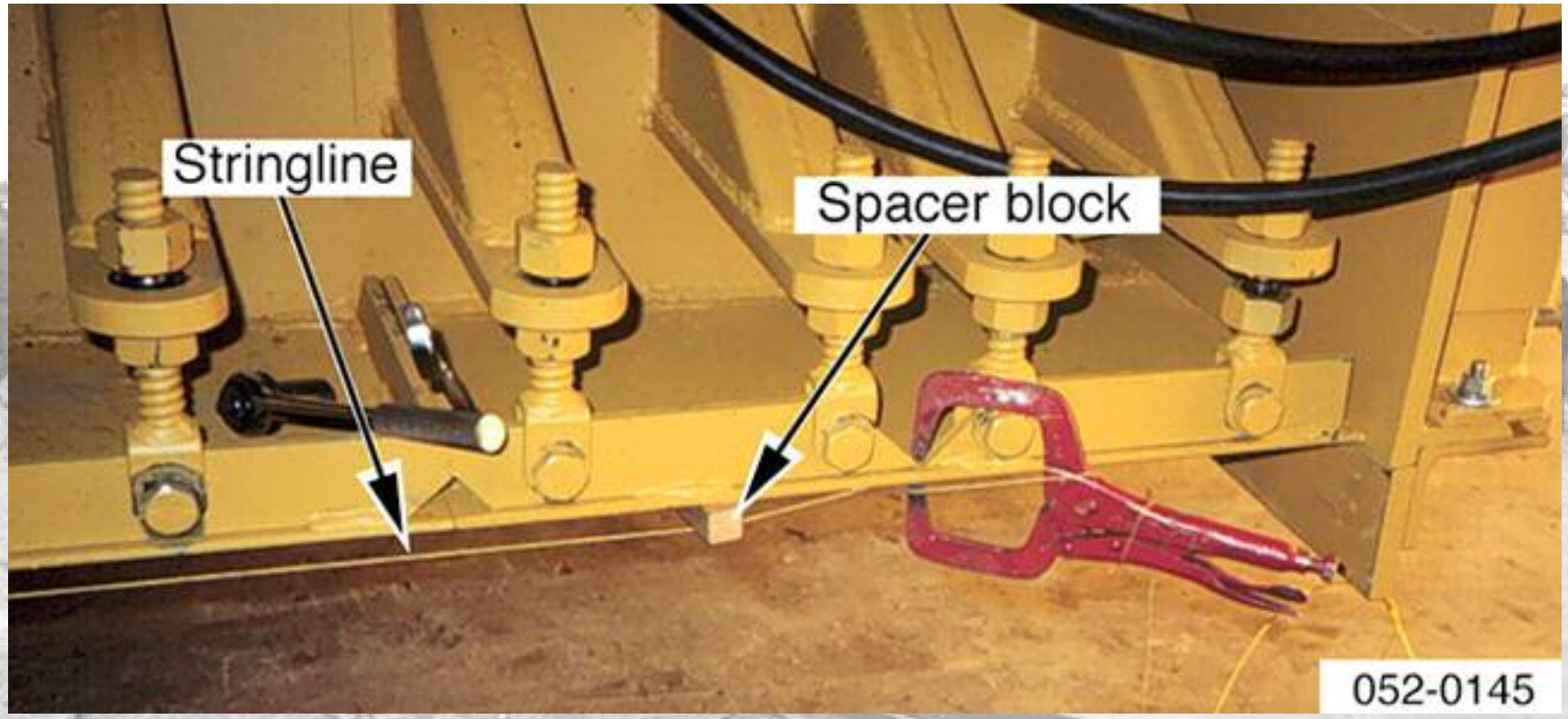
Check the amount of edge slump adjustment



Adjust the edge slump as necessary

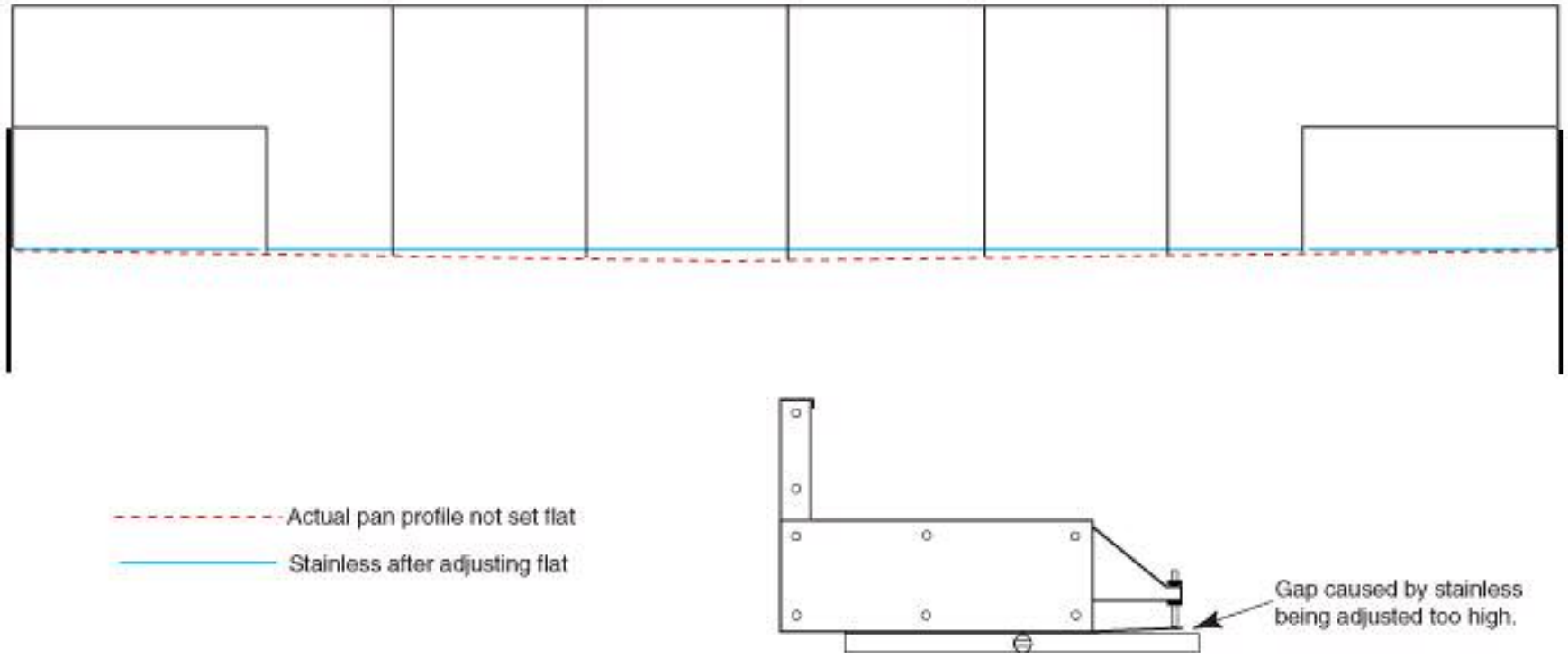


Front to rear adjustment on stainless

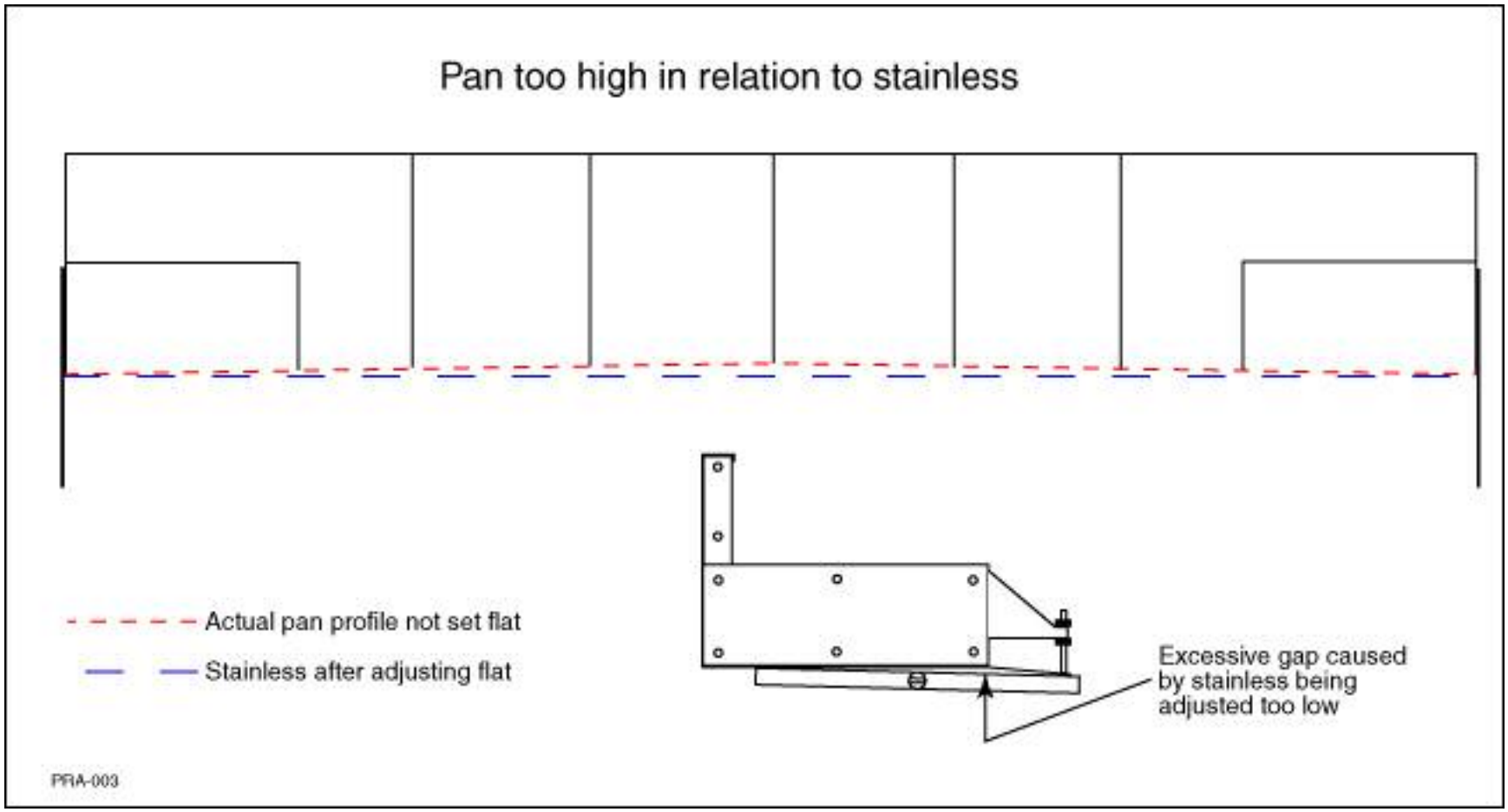


Line under rear of stainless

Recheck front to rear adjustment on stainless

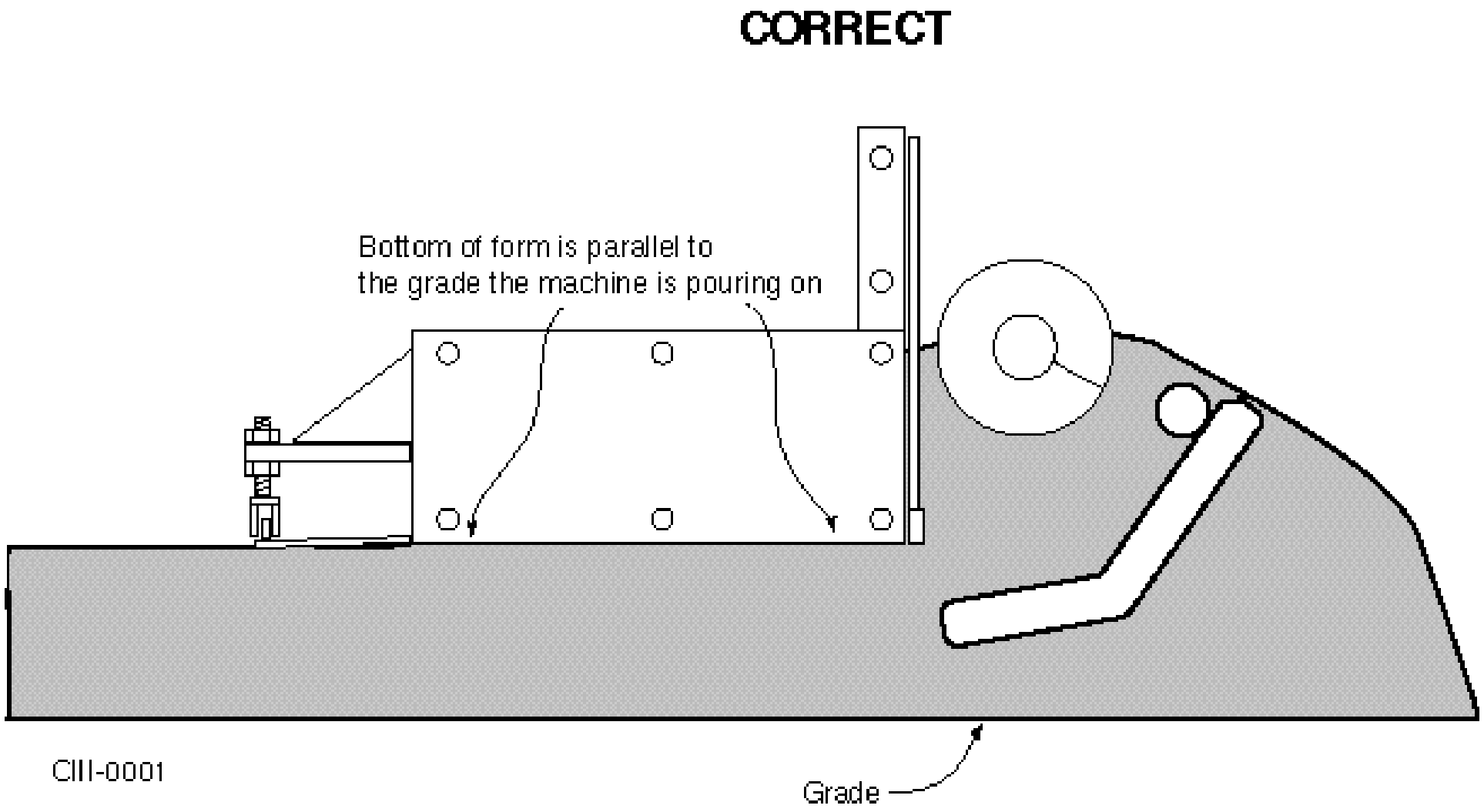


Effect of not having pan set flat when adjusting the stainless to flat.

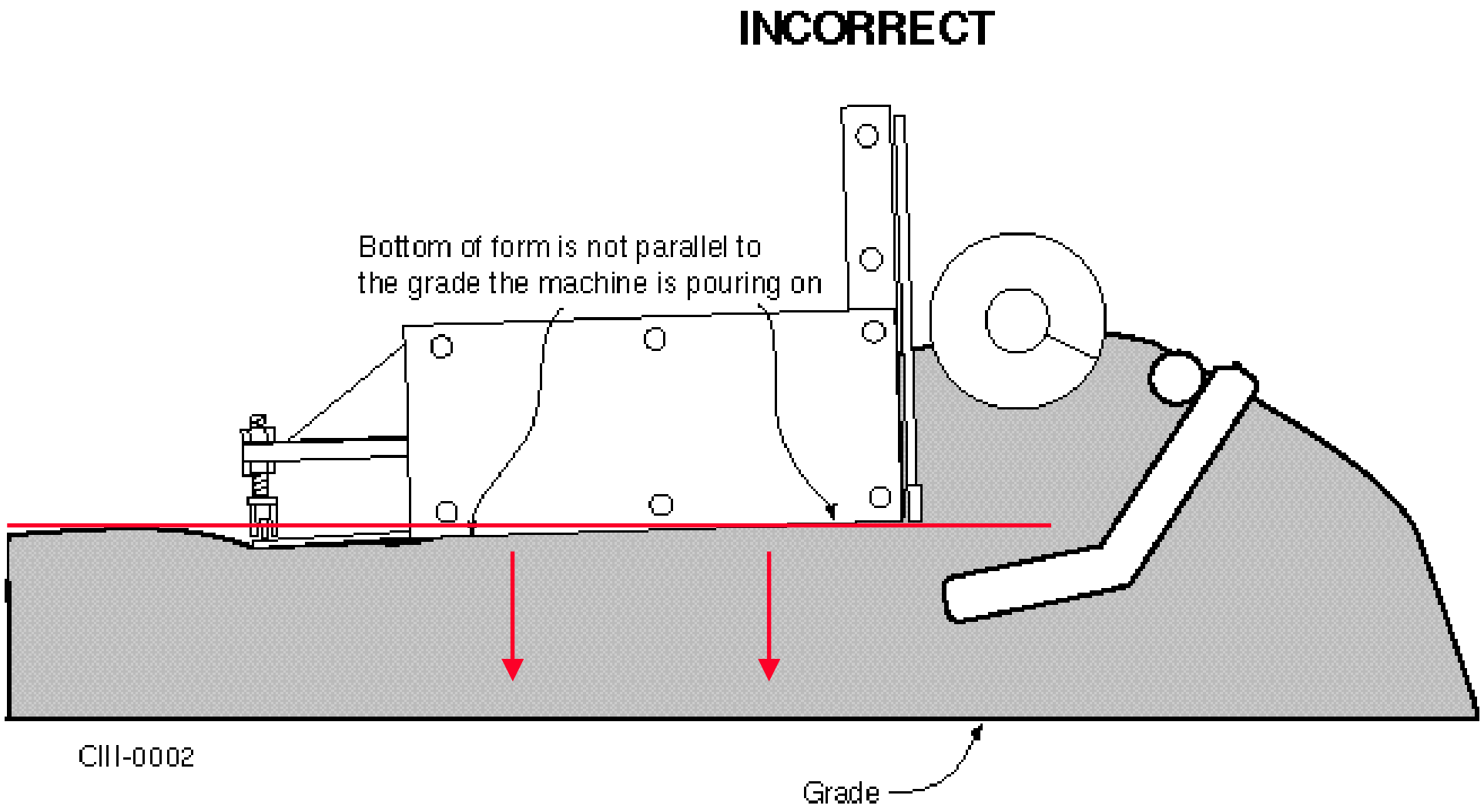


Effect of not having pan set flat when adjusting the stainless to flat.

Measure grade between line and frame



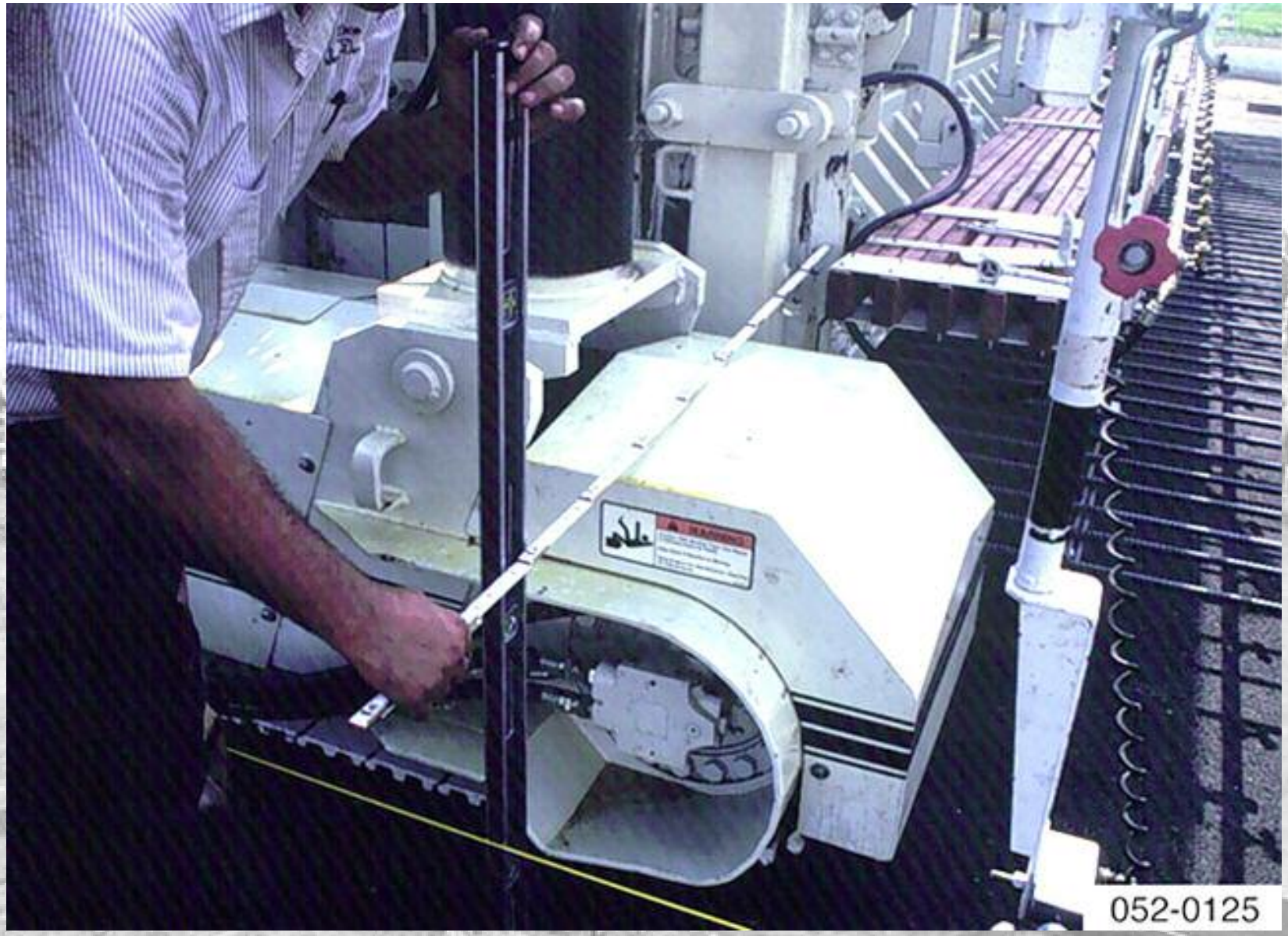
Correct form adjustment to guideline



Incorrect form adjustment to grade

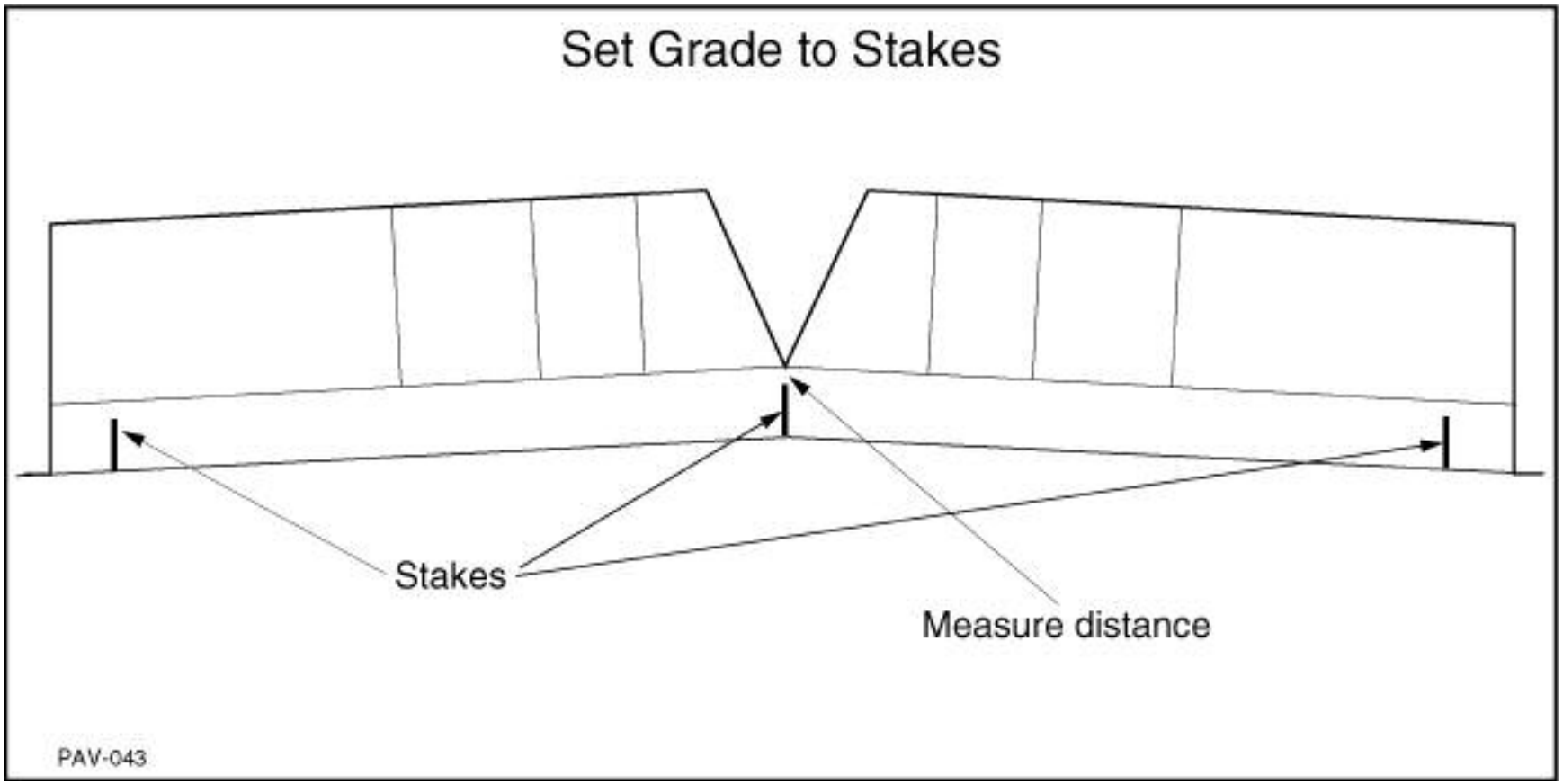
Measure offset between line and frame

Warning! Keep clear of moving tracks!



Measure offset from line to rear of form

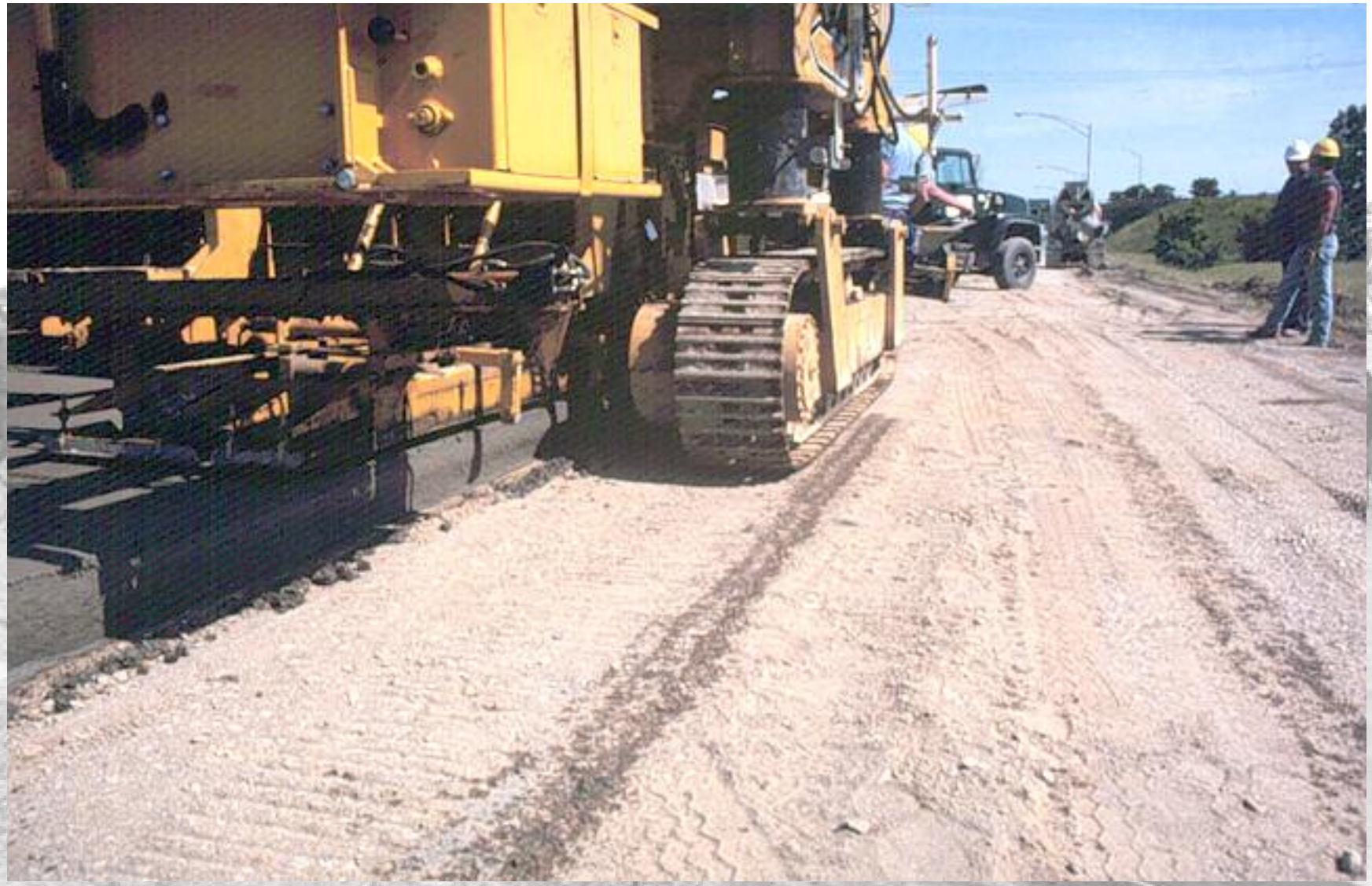
Two lines of grade stakes across grade



Two lines of grade stakes across grade

Check line for accuracy

Problems or faults with guideline



Good track line

Track in soft grade

Caution! Do not place form oil on the operators station!

Machine set behind header

Machine on existing concrete slab

Concrete placed properly in front of open front form.

Excessive concrete in front of open front form.

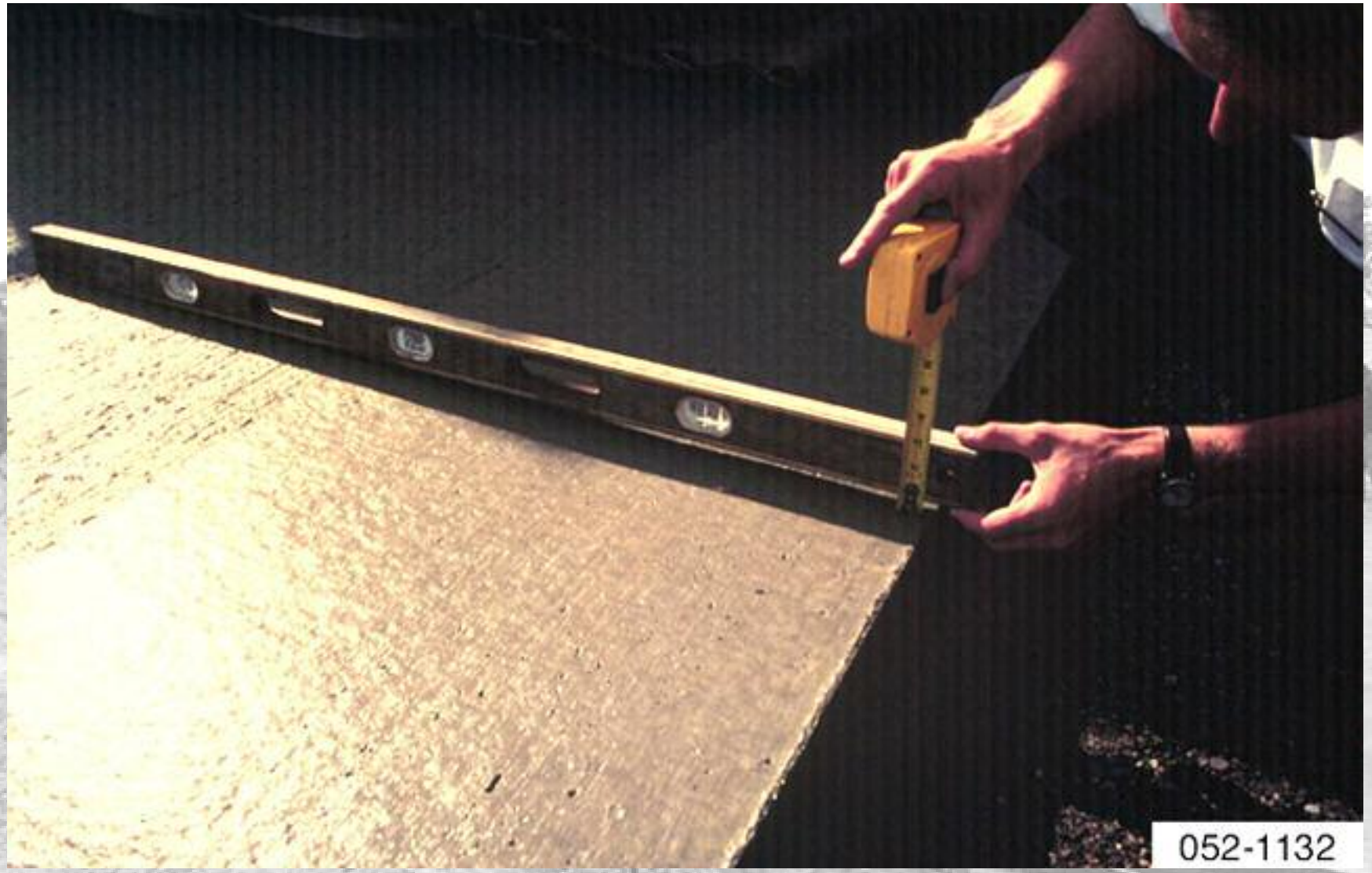
Concrete level too low in front of form

Concrete in front of auger/strike-off form

Correct concrete level in grout box

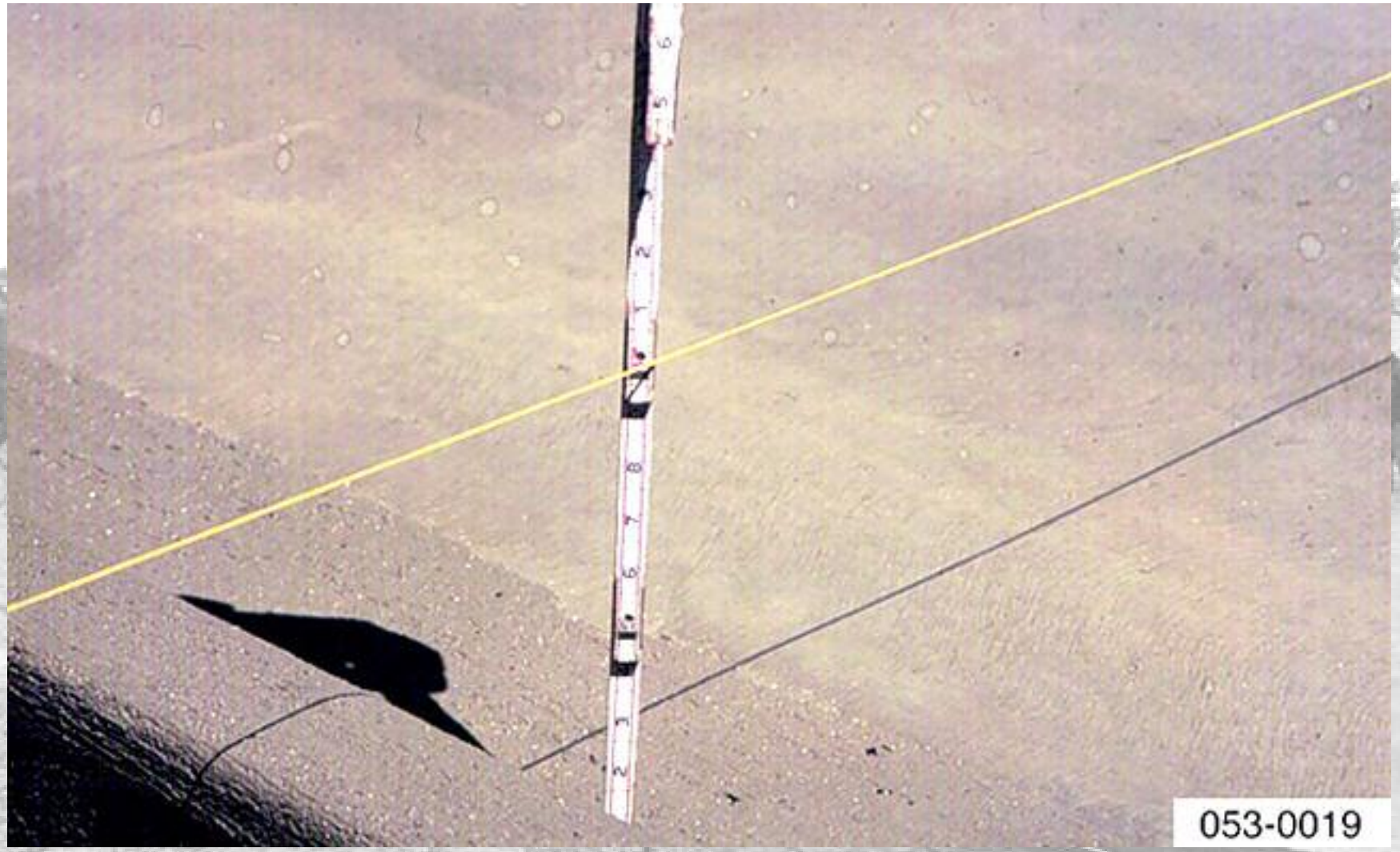
Concrete level too low in front of auger/strike-off form

Concrete level too high in front of auger/strike-off form



Check cross slope

Check concrete grade on flat slab



Pull line across slab to check grade

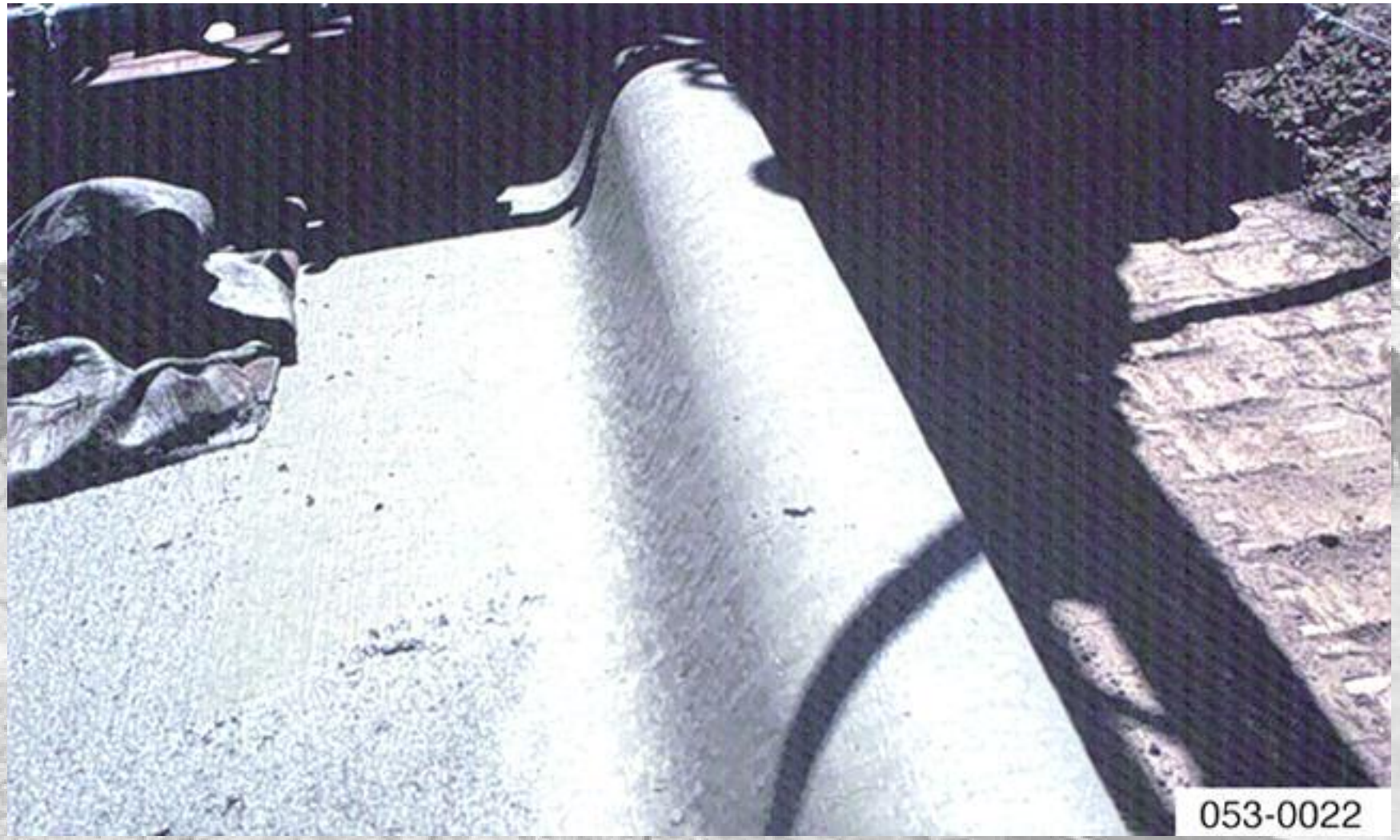
Check concrete offset

Check crown with stringline

Check edge slump

Good slab

Straight edge on slab

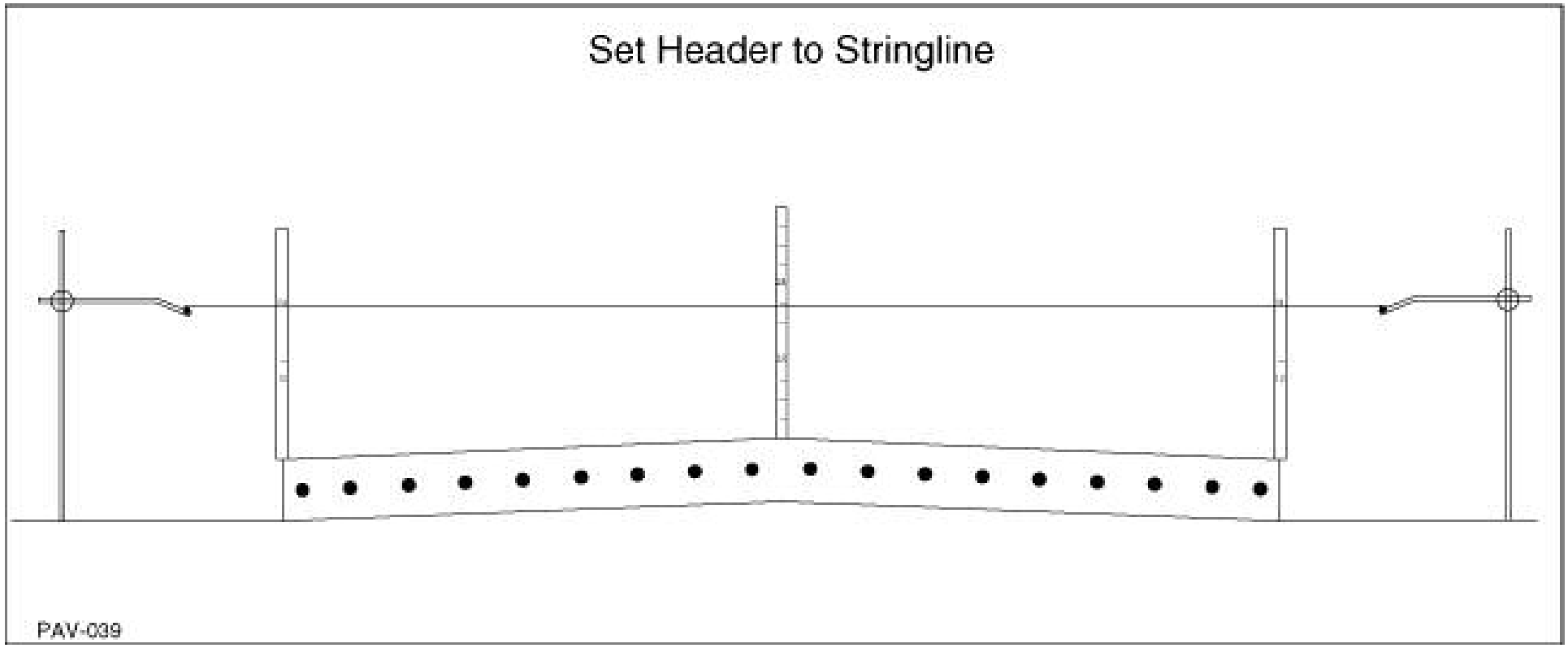


Good curb

Wet concrete

Dry concrete

Bump in slab



Adjust final header to correct height

Airport paving in Nashville, Tennessee

Airport Paving in Japan

35

Airport Paving in Oman

4

2-track GP-4000 at Phoenix Sky Harbor

Airport paving in Santiago, Chile